

**REMARKS**

This Preliminary Amendment is submitted to improve the form of the specification as originally-filed.


It is respectfully requested that this Preliminary Amendment be entered in the above-referenced application.

If there are any additional fees associated with filing of this Preliminary Amendment, please charge the same to our Deposit Account No. 19-3935.

Respectfully submitted,

STAAS & HALSEY LLP

Date: 2-2-04

By:   
Michael J. Badagliacca  
Registration No. 39,099

1201 New York Ave, N.W., Suite 700  
Washington, D.C. 20005  
Telephone: (202) 434-1500  
Facsimile: (202) 434-1501

Fig.1

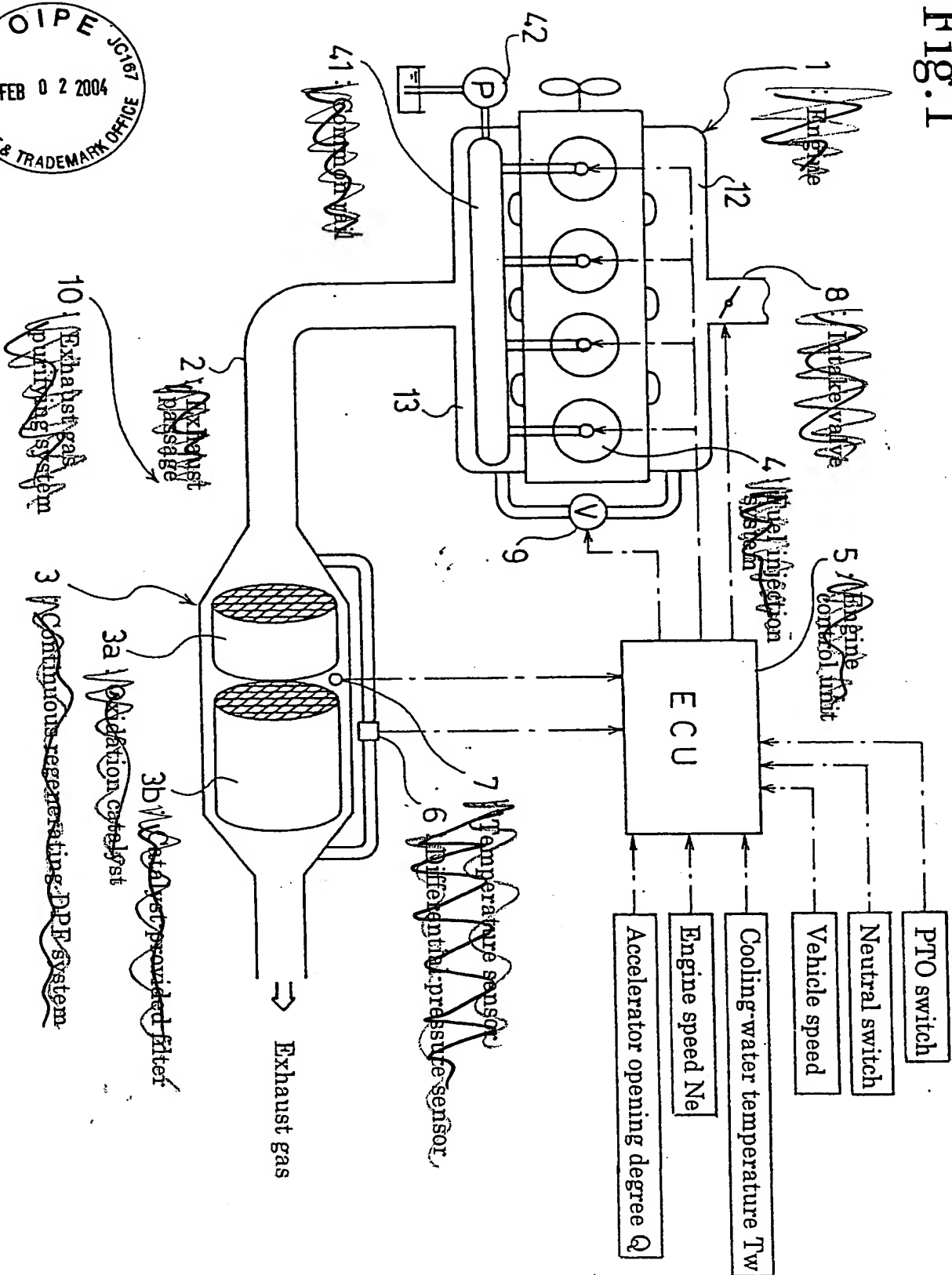


Fig.2

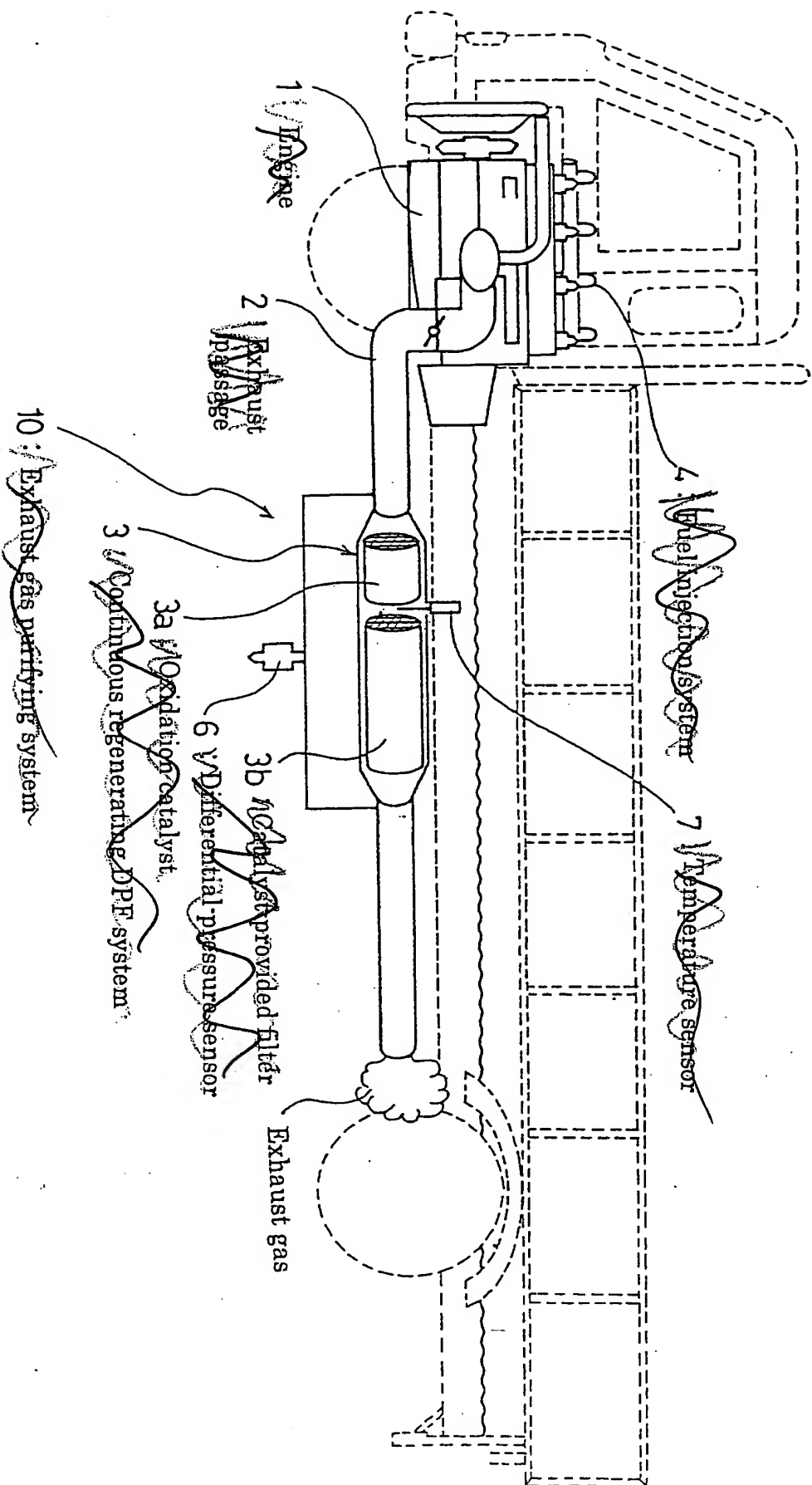
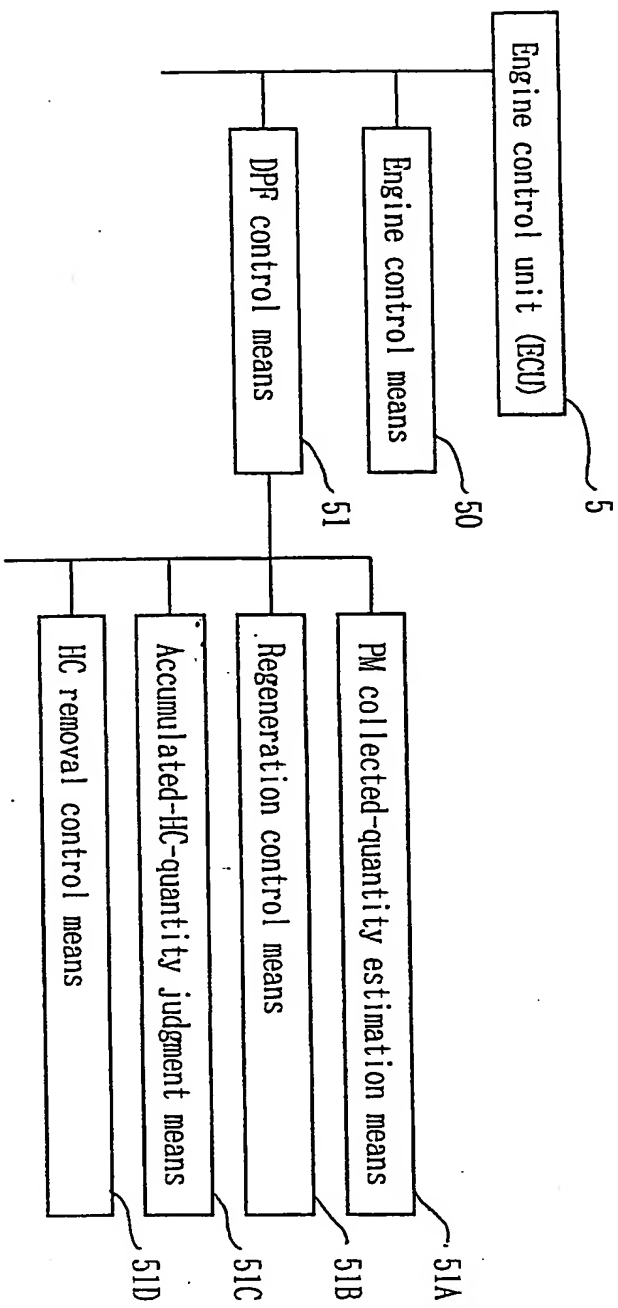
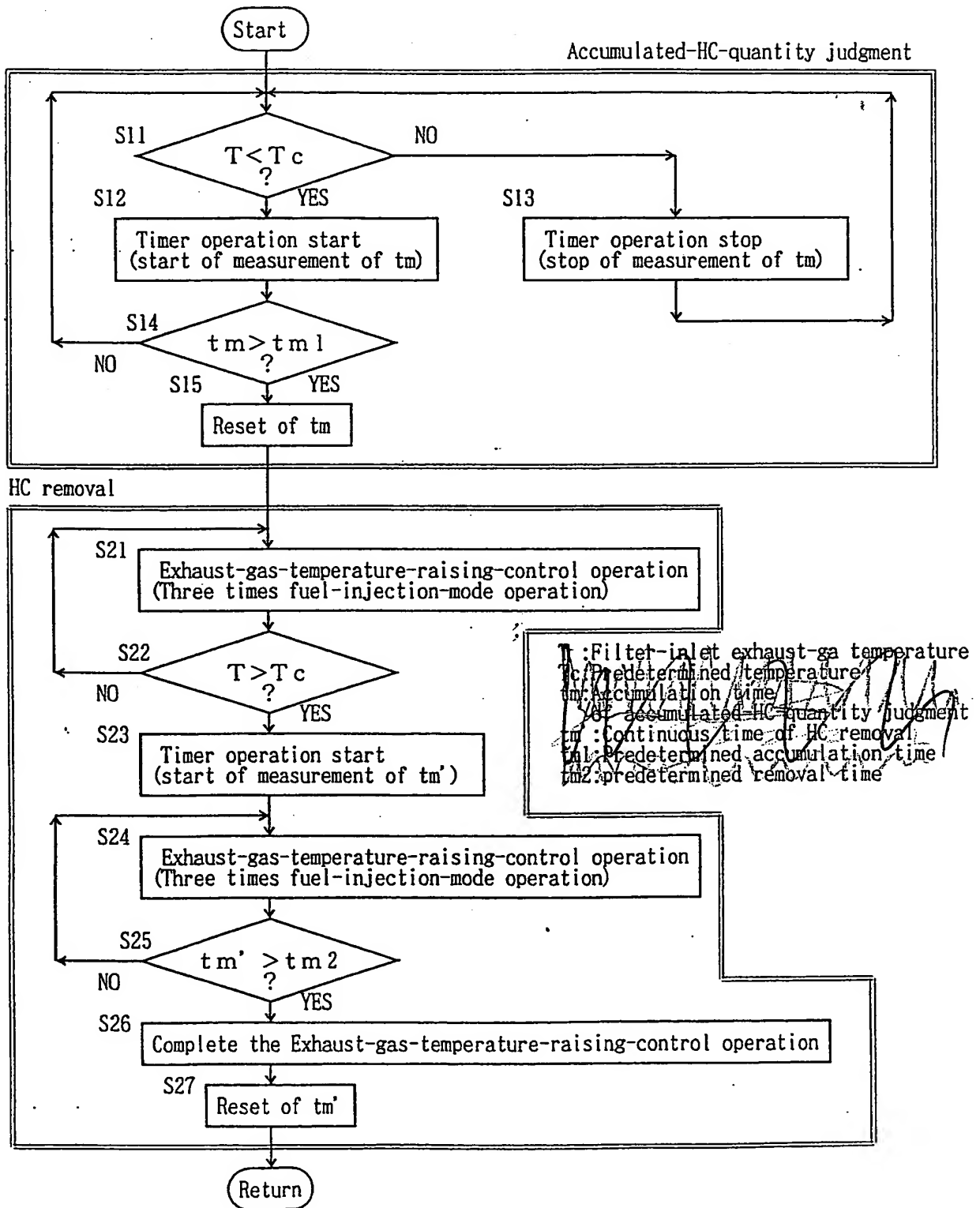


Fig.3



# Fig.4

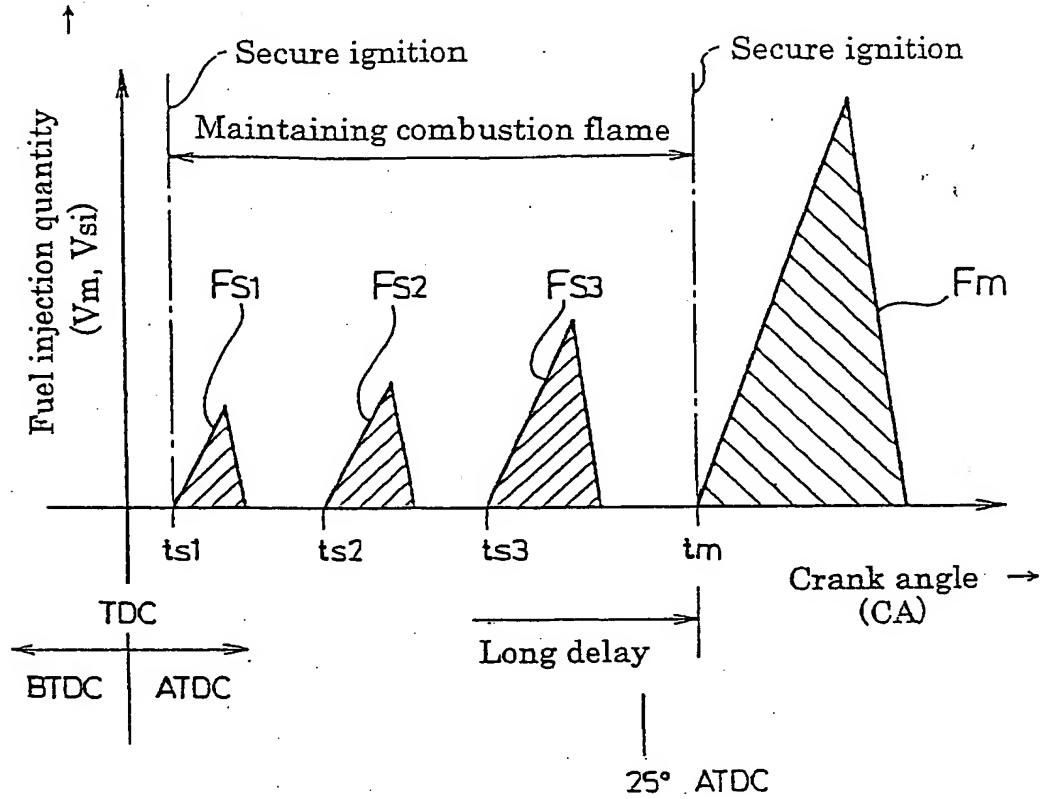
[Unburned-HC related control flow]



# Fig.5

[Example of fuel injection in multistage fuel injection mode operation]

(a)



(b)

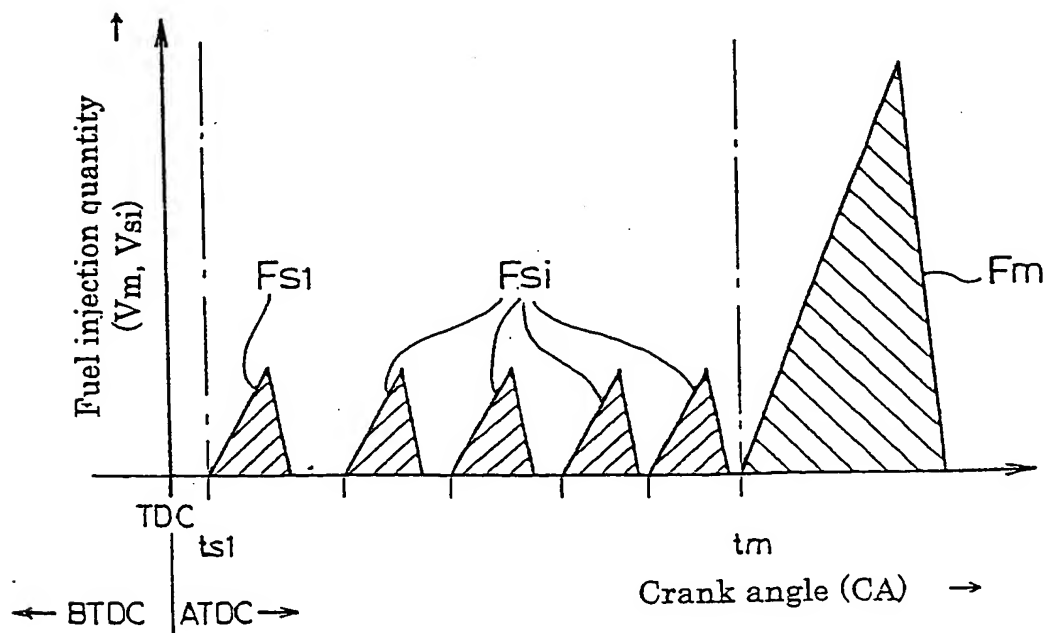
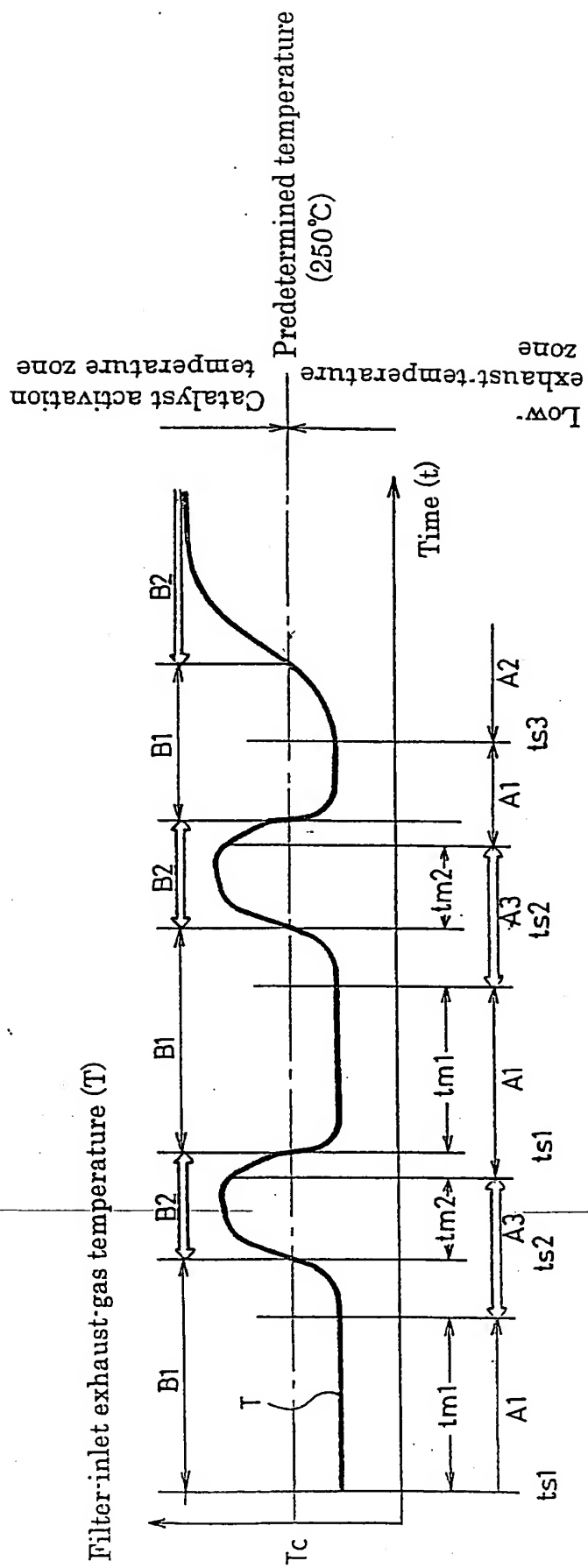


Fig.6



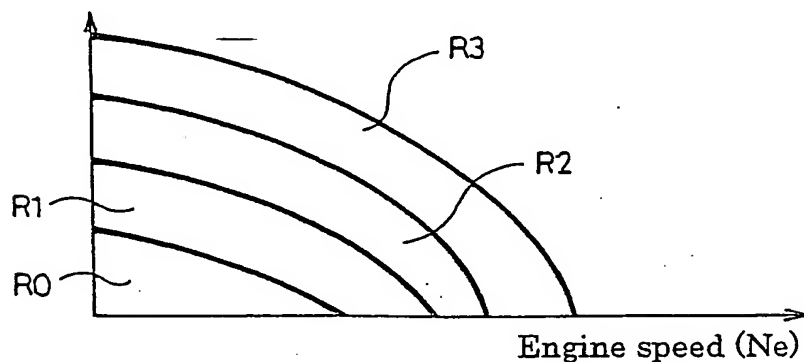
$tm1$ : Predetermined judgment value (accumulation time)  
 $tm2$ : Predetermined judgment value (removal time)  
 $ts1$ : Timer start (for accumulated HC quantity judgment)  
 $ts2$ : Timer start (for HC removal)

A1: Long-time low-exhaust-temperature operation  
 A2: High-load operation zone  
 A3: HC removal operation  
 (exhaust-gas-temperature-raising-control operation)  
 B1: Accumulated unburned HC  
 B2: HC oxidation and removal

# Fig.7

[Relation between load and engine speed  
of an engine and temperature region]

Load (Q)                      Temperature region (R)



$$T(R0) < T(R1) < T(R2) < T(R3)$$

# Fig.8

